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AGO ltr 29 Apr 1980

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IN REPLY REFER TO

AGAM-P (M) (29 Apr 69) FOR OT UT 691279

2 May 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 14th
Transportation Battalion (AM&S) (GS), Period Ending 31
January 1969

SEE DISTRIBUTION

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
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AD852884

DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH TRANSPORTATION BATTALION (AM&S) (GS)
APO 96240

AVGPN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

THRU: Commanding Officer
34th General Support Group
APO 96309

TO: Headquarters
AC of S Force Development
Washington, D. C. 20310

1. Section 1. Operations: Significant Activities

a. The 14th Transportation Battalion (AM&S) (GS) provides aircraft maintenance (direct, backup direct, and general support) and supply support for all Army aircraft (approximately 950) located within the RVN II Corps Tactical Zone. The battalion also provides supply support for twenty-three (23) US Air Force UH-1F aircraft, avionics support for thirty-five (35) USAF CV-2 aircraft, five (5) Navy and seven (7) Army P2-V aircraft. The battalion mission further includes inprocessing and retrograde of aircraft. During calendar year 1968, one thousand four hundred twenty five (1425) aircraft were inprocessed from, or retrograded to CONUS by this unit.

(1) The 79th Transportation Co (DS) at Qui Nhen provides direct support maintenance and technical supply support for aircraft in the northeastern sector of the II Corps Tactical Zone. The 79th Trans Company's Area of Operations (AO) extends from the southern border of I Corps south of Chu Lai (BT537062) to vicinity of Phu Hiep (00245364) and west from the sea to the highlands west of An Khe (BR478447). The 79th Trans Co has the largest Direct Support Supply Activity (DSSA) within the battalion AO having a stockage list of almost twenty thousand (20,000) lines of supplies. This unit retrogrades and inprocesses the majority of aircraft processed by this battalion.

(2) The 604th Transportation Co (DS) at Camp Holloway in Pleiku (AR783500) has direct support maintenance and supply responsibility for aircraft in the northwestern sector of the II Corps Tactical Zone. The 604th Trans Company's AO extends from An Khe in the east to the international

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AVGFN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

boundary on the west and from Dak To (ZB 012216) in the north to Plei Me (ZA 163057) in the south.

(3) The 608th Transportation Co (DS) at Dong Ba Thin has direct support maintenance and supply responsibility for aircraft in the southern half of the II Corps Tactical Zone. The 608th Trans Company's AO is the largest in the battalion extending from the sea westward to the border and in the north from Plei Me to Phan Thiet (AN 801068) in the south. This unit in-processed an average of approximately forty-five (45) new or IROANed UH-1 aircraft per month during the past calendar year.

(4) The 540th Transportation Co (DS) is located in Qui Nhon with general support maintenance and aircraft recovery responsibility for all Army aircraft in the II Corps Tactical Zone. The 540th Transportation Co has the largest general support AO in the RVN. Additionally this unit is primarily responsible for aerial evacuation of combat/crash damage aircraft and the CH-47 helicopter 12th Periodic Inspection Program.

(5) AVEL Company North (Prov) provides (DS/GS) avionics maintenance support for all Army and limited Air Force/Navy aircraft in the II Corps Tactical Zone. The company headquarters and the 1st platoon are located in Nha Trang (OP 039520) servicing the 608th Trans Company's AO. The remaining two platoons are collocated with the 604th and 79th Trans Companies respectively and support customers within their respective AO's.

b. Battalion Organization: The 14th Transportation Battalion is organized under TO&E 55-66F/55-66FP02 as shown by attached organizational chart.

c. Mission Operations and Training: The battalion engaged in mission operations the entire period. Unit training, including USARV required subjects were integrated into the unit's operational day. No unit movements occurred during the reported period.

d. Key Personnel Changes:

- (1) 1 Dec 68 - CPT Robert L. Sanborn assumed command of HHC.
- (2) 6 Dec 68 - MAJ David B. Thurlow assumed command of the 608th Trans Co.
- (3) 9 Dec 68 - MAJ Charles W. Sloan assumed command of the 79th Trans Co.
- (4) 23 Dec 68 - MAJ Edward R. Cobb assumed command of AVEL North (Prov).
- (5) 27 Dec 68 - MAJ Harry G. Christopher assumed command of the 540th Trans Co.

INCL

AVGFN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for the Period Ending 31 January 1969, RCS: CSFRO-65 (RI)

(6) 7 Jan 69 - MAJ Robert S. Tamer assumed staff position of S-3.

(7) 22 Jan 69 - CW2 William G. Ailman assumed the position of Battalion Personnel Officer.

e. Awards and Decorations: The following awards and decorations were presented: Ten Bronze Stars, One Joint Service Commendation Medal, Ten Army Commendation Medals, Twenty-one Air Medals, One Purple Heart, Nine USARV Certificates of Achievement, and Twenty-seven 14th Trans Bn Certificates of Achievement.

f. Facilities:

(1) 604th Trans Co (Pleiku): Construction is progressing rapidly on a permanent maintenance hangar. The estimated completion date is 15 April 69. Completion of this hangar will greatly enhance the units' mission capability. Plans are underway for building additional military and civilian housing.

(2) 608th Trans Co (Dong Ba Thin): Construction of a 24,000 sq. ft. technical supply warehouse was initiated the first week of December 68. The estimated completion date is 15 March 1969.

(3) HQ, 14th Trans Bn (Nha Trang): A battalion conference room was completed on 13 Jan 69 (self-help project).

g. Technical Supply Operations: Emphasis continued toward improving technical supply management and operations during the period.

(1) Consolidation of ASL: The 608th Trans Co (DS) relocated fixed wing stocks from its Nha Trang storage site to the main storage location at Dong Ba Thin. This move was a result of additional storage space becoming available at Dong Ba Thin through the removal of excess stocks, the erection of four (4) storage tents increasing storage capacity and the fabrication of over 3000 additional bin openings. Consolidating all stocks at the Dong Ba Thin site will improve stock control accounting and increase technical supply efficiency.

(2) Autodin Operations: Beginning in November 68 all battalion direct support units started using autodin facilities for transmitting requisitions to the U. S. Army Materiel Management Center. The use of these facilities has resulted in faster supply response.

(3) Improved Customer Reconciliations: The battalion DSSA's are providing biweekly reconciliation print-outs for all open requests of supported units. This service provides supported units with more current reconciliation of outstanding requisitions.

(4) Turn-in of Excesses and Fringe: Emphasis was directed toward the

AVGFN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

turn-in of excess and fringe items, purification of authorized stockage lists (ASL's) and prescribed load lists (FLL), and improvement of storage facilities within the DSSA's. A battalion supply assistance team of one officer and twelve enlisted personnel identified and returned to depot stocks over 20,000 lines of excess supplies valued at over \$4,289,500.

(5) Standardized Mechanized Supply (NCR 500) Programming Sequence:

The battalion developed a standardized NCR 500 programming sequence which all of the DSSA's in the 34th General Support Group now utilize. This sequence was developed to insure all programs are properly sequenced within specific time frames. The new program sequence has resulted in improved stock record accounting and increased availability of machine time.

(6) IBM 056 Verifier versus NCR 500 Edit Program Comparison Test:

A comparison test was made to determine if use of an IBM 056 verifier for detecting key punch card errors was faster than running the NCR 500 card edit programs for accomplishing the same task. Test results indicated use of an IBM 056 verifier is more efficient and allows the release of the NCR processor for other program functions.

h. Aircraft In-Processing and Retrograde: Three hundred twenty-one (321) new or IRQANed aircraft were processed into RVN, ninety-nine (99) were retrograded out of country and forty-two (42) were salvaged during this quarter. Aircraft processed by type, model, and series follows:

	<u>INPROCESSED</u>	<u>RETRO</u>	<u>SALVAGED</u>
OH-6A	112	3	10
UH-1B	4	4	1
UH-1C	16	12	7
UH-1D	32	40	1
UH-1H	125	9	15
CH-47	4	4	1
O-1G	28	9	2
O-1D		10	1
OH-13		1	
OH-23		2	1
CH-54		1	
U-1A			
AH-1G	—	2	3
TOTALS	321	99	42

i. Unit Supply and Maintenance Management: Emphasis was directed toward improving unit supply and motor maintenance management this quarter. Areas stressed include:

- (1) Purifying unit prescribed load lists (FLL's).
- (2) Improving unit supply records management.

AVGFN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

(3) Increasing inspection of vehicle and power generation equipment including emphasizing operator and driver preventive maintenance duties.

(4) Improving equipment log books and motor pool administrative records.

j. In-Country Army Aviation Refresher Training (AARTS): The following number of personnel received in-country training in courses listed below:

(1) <u>Airframe Courses</u>	<u>Personnel Graduated</u>
UH-1B, C Helicopter	2
UH-1D, H Helicopter	5
CH-47 Helicopter	10
AH-1G Helicopter	2
(2) <u>Engine Courses</u>	
T-53 Turbine Engine	4
T-53-L-13 Turbine Engine	7
T-55 Turbine Engine	6
T-63 Turbine Engine	7
(3) <u>Aircraft Supply Course</u>	5
(4) <u>Aircraft Armament Course</u>	1
(5) <u>NCR 500 EAM Course</u>	
Supervisors	7

k. Retrograde of Reparables: The processing of reparable for retrograde continued to represent a substantial portion of the workload for all DSSA's. Monthly tonnage follows:

<u>MONTH</u>	<u>IN-COUNTRY</u>	<u>OUT OF COUNTRY</u>	
November	76.0 S/T	101.0 S/T	
December	76.0 S/T	102.0 S/T	S/T = Short Tons
January	78.0 S/T	98.0 S/T	
TOTAL	230.0 S/T	301.0 S/T	

l. Continued emphasis was placed on expediting delivery of serviceable engines to customers and expeditiously retrograding unserviceable engines. The following number of engines were processed:

	<u>79th</u>	<u>540th</u>	<u>604th</u>	<u>608th</u>	<u>Total</u>
Returned to Service	0	8	0	0	8
Shipped to AMMC	121	0	12	16	159
Shipped to Other Locations	16	4	12	3	35
			Total Processed		202

AVGFN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

m. Enemy Activity: Enemy activity declined from the previous quarter. Significant losses included major damage to nine buildings, one aircraft destroyed, eight aircraft damaged and damage to a maintenance ramp area. These losses had minimal affect on battalion productivity and all damages have been repaired.

2. Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations

a. Personnel

(1) NCR 500 Mechanized Stock Accounting System Supervisor Training

(a) OBSERVATION: There is a continuing urgent need for supervisory personnel school trained in NCR 500 mechanized supply operations. An in-country 2-day NCR 500 Orientation Course conducted by ADFSC Detachment Four, has been discontinued. Supply supervisors untrained in NCR 500 supply procedures must rely on lower ranking school trained personnel for training or learn through self-study and on the job training. The value of this training is minimal and not in keeping with good management principles. During the last six (6) months this unit has not received one (1) trained or experienced technical supply officer or NCO qualified in mechanized supply operations.

(b) EVALUATION: As a matter of policy, all assigned supply supervisors and commanders were directed to attend the in-country NCR 500 orientation course to improve the management and operations of the mechanized stock control system. Since September, sixteen (16) key personnel have attended this course, seven (7) during this reported period. The results of this training were very apparent at the "working level" and have contributed much towards improving the operational effectiveness of the Direct Support Supply Activities (DSSA's).

(c) RECOMMENDATION: The DSSA's must have a source for NCR 500 qualified supply supervisors, either through including this training at ALMC in the Supply Officers/NCO MOS course and including at least a supervisors orientation in the present Aircraft Maintenance Officers Course (AMOC) at the Transportation School. This is particularly necessary as DSU Commanders (MOS 64823) having a DSSA under their command are untrained in mechanized supply systems and procedures.

(2) Unit Supply Sergeant MOS 76Y40

(a) OBSERVATION: Experienced Supply Sergeant replacements are a continuing problem. Two companies within the battalion have been without school trained or experienced Supply Sergeants during this period.

(b) EVALUATION: This personnel shortage causes degradation of unit property and property record administration.

AVGFN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

(c) RECOMMENDATION: That authorized unit supply supervisors be assigned as soon as possible.

(3) Single Rotor, Turbine Mechanic (67N20)

(a) OBSERVATION: Enlisted personnel receiving scholastic promotions to the grade of E-5 while in a MOS producing course are not qualified (in most cases) to perform the supervisory duties required of that grade and position in a DSU or GSU.

(b) EVALUATION: EM are being promoted to E-5 as a result of their academic performance while in an MOS producing school. These personnel are subsequently assigned to DSU/GSU's to fill maintenance team leader positions. In most cases these personnel possess the requisite technical knowledge but lack the experience necessary to get the total job done. Promotion to the grade of E-5 for an outstanding student may be an incentive for scholastic achievement, but it is a detriment to field operations. Enlisted personnel in the grade of E-5 are expected to have sufficient military background to fill the supervisory/leadership positions to which they are assigned. Further, this promotion system tends to undermine the unit promotion system, unit esprit and morale.

(c) RECOMMENDATION: The policy for promoting individuals to grade E-5 on academic achievement be reconsidered in view of the field experience needed for filling E-5 positions in TO&E direct and general support units.

(4) CH-47 Qualified Aviators

(a) OBSERVATION: Several CH-47 helicopter flight school graduates have been assigned to this battalion. These personnel arrived with minimum aircraft qualification, aviation experience, and without any CH-47 helicopter maintenance experience.

(b) EVALUATION: Aviator personnel who have not had previous aviation experience are of limited value in an aircraft DS/GS maintenance unit. These personnel must perform critical aircraft recovery missions and test fly aircraft which have undergone extensive maintenance. The new or inexperienced aviator does not possess the requisite qualifications for performing as a maintenance test pilot or aircraft recovery pilot.

(c) RECOMMENDATION: That experienced aviators be assigned to aircraft direct and general support maintenance units.

(6) Rotary Wing Technical Inspectors (MOS 67W) Shortages

(a) OBSERVATION: The battalion is short twelve (12) rotary wing technical inspectors of the thirty-three (33) authorized. This significant shortage of the most critical skill in an aircraft maintenance unit detracts

AVGFN

14 February 1969

SUBJECT: Operational Report for 14th Transportation Battalion (AM&S)(GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

from full mission capability.

(b) EVALUATION: The shortage of technical inspectors created longer aircraft shop "turn around time" which in turn directly affects operational aircraft availability. Additionally, technical inspectors are needed in the DSSA's for inspecting and classifying reparable. Continued shortages of rotary wing technical inspectors hampers rapid return of high dollar value items to CONUS, lowers quality control standards and reduces unit production capability.

(c) RECOMMENDATION: Command action be focused toward expediting assignment of needed personnel. Further, recommend as an inducement to retain personnel in Vietnam beyond their normal DEROS and to encourage CONUS volunteers for Vietnam duty, award P-2 specialty pay to rotary wing inspectors serving in RVN.

b. Operations

(1) Quality Control of Work Being Produced by CONUS Depot Level Re-build Facilities

(a) OBSERVATION: Some IROANed UH-1 aircraft received from CONUS are below minimum acceptable standards and require extensive maintenance before issue.

(b) EVALUATION: More thorough final inspections are needed on aircraft destined for RVN. An IROANed UH-1D, SN 63-8743, arrived in-country 23 Dec 68 from AEB, ATAD, Forest Park, Georgia with 40 hours flying time since overhaul. Inspection revealed excessive deck separation in the cabin roof and the engine center deck. The completed DA Form 2404 indicated the engine deck had been replaced. However, there was no evidence indicating the work had been completed. Six (6) UH-1 aircraft have arrived (during the reported period) from CONUS with bonded panel deck separation and other major maintenance deficiencies which needed repair during IROAN. In the case of UH-1D, SN 63-8743, shortcomings were of sufficient magnitude to cause return of aircraft to CONUS for additional repair.

(c) RECOMMENDATION: Command attention be directed toward improving quality control of IROANed aircraft being returned to RVN.

(2) RU-8D Sling Load Procedures

(a) OBSERVATION: The U-8D series aircraft aerial sling loading procedures outlined in TM 55-413 are incorrect for sling loading of RU-8D aircraft.

(b) EVALUATION: This unit rigged an RU-8D IROAN aircraft for aerial sling evacuation. The rigging was accomplished as outlined in TM 55-413, page 38, figure 3. On pick-up by a CH-47 lift helicopter, the RU-8D rotated to a tail low, near vertical position. As the U-8D approached the vertical

AVCFN

14 February 1969

SUBJECT: Operational Report for 14th Transportation Battalion (AM&S)(GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

position, the sling attaching bolts sheared at the two (2) wing attachment points and the aircraft fell to the ground sustaining damage beyond repair. The loss of this aircraft apparently was due to an aft CG condition coupled with the down draft from the lift helicopter, acting on the RU-8D's tail plane surfaces. A four or five point sling suspension system should be used for slinging all RU-8D aircraft, regardless of aircraft engine configuration.

(c) RECOMMENDATION: That TM 55-413 be revised to reflect new rigging procedures. (A DA Form 2028 outlining this problem was forwarded to the U. S. Army Aviation Systems Command during January 1969).

(3) Advisory Mission Responsibility for the 11th Republic of Korea
(ROK) Army Aviation Company

(a) OBSERVATION: The 14th Trans Bn was tasked for providing a full time DSU aircraft technical inspector as a maintenance advisor to the 11th ROK Army Aviation Company.

(b) EVALUATION: This technical inspector's duties are primarily to aid and advise organizational category maintenance personnel on supply and maintenance matters. The full time loss of even one (1) technical inspector degrades the direct support capabilities of the DS unit tasked to provide the support. The 11th ROK Aviation Company has only nine (9) rotary wing aircraft and the DS unit providing the technical advisor is responsible for supporting over one hundred seventy (170) other rotary wing aircraft. The task could more efficiently be performed by an organizational level maintenance qualified specialist, thus releasing a DSU qualified technical inspector.

(c) RECOMMENDATION: This function be accomplished with KMAAG or MACV personnel resources, thus releasing a higher category maintenance technician for other duties.

c. Intelligence. NONE

d. Logistics. NONE

e. Organization.

Organization for Aeronautical Materiel Supply Support

(a) OBSERVATION: The DSU Direct Support Supply Activity (DSSA) is not adequately manned with military personnel and equipment to support the assigned number and types of aircraft and ancillary systems.

(b) EVALUATION: An urgent need exists to evaluate the TO&E aviation technical supply support organization within the DSU. This need is receiving

AVGFN

14 February 1969

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

continued impetus related to the increasing numbers and types of aircraft in the modern field army, the inclusion of avionics and armament items in the DSSA's stockage list, the incorporation of a DS maintenance capability within operating units, and the increasing demand for improved management of high dollar items. DSSA workloads are in excess of workloads envisioned by TOE planners. Empirically, aircraft DSSA's in the past have managed 4,000 to 5,000 air materiel line items with an authorized strength of 28-30 military personnel. The three (3) DSSA's in this battalion are managing an average of 15,000/16,000 line items. In spite of this increase in workload, the authorized military strength has not changed and civilian personnel augmentation is necessary on a continuing basis to satisfactorily accomplish the assigned mission.

(c) RECOMMENDATION: That Department of the Army reevaluate the Transportation Aircraft Direct Support Company (TOE 55-457) technical supply support mission and increase personnel and equipment authorizations or, more preferably, develop a TOE Aeronautical Materiel Technical Supply Company for accomplishing the supply mission.

f. Other. NONE

2 Incl

1. List of Organizations
2. Organizational Chart

Edward L. Landry
EDWARD L. LANDRY
LTC, TC
Commanding

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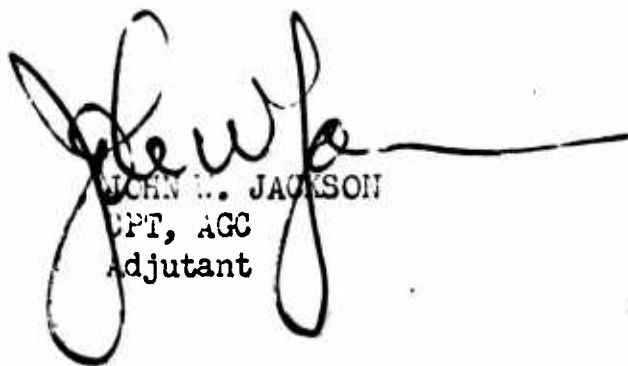
SUBJECT: Operational Report of the 14th Transportation Battalion (AM&S)(CS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (RI)

DA, HCS, 34th General Support Group (AM&S), APO 96309

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST, APO 96375

1. Reference Para 2,a(1). Recommend both actions be taken.
2. 2a(2) Concur with recommendation. Implementation is not within jurisdiction of this Headquarters.
3. 2a(3) Concur with recommendation. Implementation is not within jurisdiction of this Headquarters.
4. 2a(4) Concur with recommendation. Implementation is not within jurisdiction of this Headquarters.
5. 2a(6) Concur with recommendation. Implementation is not within jurisdiction of this Headquarters.
6. 2b(1) Concur.
7. 2b(2) Concur.
8. 2b(3) Concur.
9. 2e Concur with recommendation that TO&E should be revised to include number of personnel now being utilized as an augmentation. Non concur with recommendation for organization of a supply company to accomplish this mission. Before such a far-reaching revision is made to the basic Army system of supply and maintenance support, an effort should be made to properly staff the supply activity of the DSU to accomplish the 15,000/16,000 line requirement. There are obvious advantages in providing "one-stop" support at the same location, under the same commander, at the DSU level. A separate company would have the same number of supply personnel as the modified DSU and would necessarily duplicate overhead personnel.

FOR THE COMMANDER:


WILLIAM L. JACKSON
CPT, AGC
Adjutant

AVHGC-DST (14 Feb 69) 2d Ind

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

3 APR 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1969 from Headquarters, 14th Transportation Battalion (AM&S) (GS).

2. Comments follow:

a. Reference item concerning NCR 500 Mechanized Stock Accounting System Supervisor Training, page 6, paragraph 2a(1); concur. Necessary staffing has been initiated requesting five enlisted personnel in MOS 76PG3 and 34D2TG3 to continue a NCR 500 Supervisor, Executive and Operator Training School Program. In addition, DA message 897966 from DCSLOG-IS-FLOSB, 182234Z February 1969, subject: Mechanization of Class IX supply operations at the DSU/GSU level, states that CONUS courses for officers in MOS 4201 now include 32 additional hours of NCR 500 "on systems training". USARV is experiencing a critical shortage of NCR 500 qualified enlisted supervisory personnel, MOS 76P4OG3. The introduction of NCR 500 equipment in the command has not been matched by corresponding fill of trained supervisory personnel. To compensate for this shortage, two trained lower grade enlisted personnel, MOS 76P2OG3, have been assigned against each supervisor position.

b. Reference item concerning Unit Supply Sergeant, MOS 76Y40, page 6, paragraph 2a(2); concur. The 34th General Support Group has none of its ten authorized 76P4OG3 personnel as compared to 8 percent assigned USARV wide. Sufficient NCO's, MOS 76P4OG3, have been requisitioned to fill authorized positions within USARV; however, fill from DA has been predominantly lower grade personnel.

c. Reference item concerning Single Rotor, Turbine Mechanic (76N20), page 7, paragraph 2a(3); nonconcur. Promotion under academic conditions is based on achievement, demonstrated potential and promotion qualifications of the individual, the same criteria which is applied to unit promotions. The current promotion policy is sound, and adequate procedures are available under the provisions of AR 600-200, paragraph 7-30b(2), to reduce personnel who fail to attain the skills required.

8 APR 1969

AVHGC-DST (14 Feb 69) 2d Ind

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (R1)

d. Reference item concerning CH-47 Qualified Aviators, page 7, paragraph 2a(4); nonconcur. The DA established ratio of experienced aviators being returned to RVN is 25 percent. To provide priority of assignment of experienced aviators to any one type of unit would cause other units to receive less than 25 percent experienced aviators. This is a critical area and positive management techniques are being used to provide equitable distribution of experienced assets.

e. Reference item concerning Rotary Wing Technical Inspectors (MOS 67W) Shortages, page 7, paragraph 2a(6); concur.

(1) MOS 67W continues to be a critically short MOS in USARV. Factors contributing to this shortage are:

(a) EM having this MOS are not available for duty in Vietnam due to the turnaround time between successive tours.

(b) Standards of grade authorization in this MOS requires change of PMOS to 67Z upon promotion to E7.

(c) NCO's receiving training in this MOS choose to retain their previous 67 series MOS and their NCO status rather than be reclassified into the 67W MOS and revert to specialist status. Thus assigned strengths do not reflect all the 67W skills actually available.

(d) DA fill for the past five months has been 78 out of 289 requisitioned (Fill of 27 percent).

(2) The 34th General Support Group has a lower assignment priority than the infantry and airmobile divisions, as a tech inspector in these commands is more isolated due to unit dispersion. The following comparison is made between the 34th General Support Group and USARV.

<u>USARV AVERAGE</u>			<u>34th GSG AVERAGE</u>		
<u>AUTH</u>	<u>ASG</u>	<u>%</u>	<u>AUTH</u>	<u>ASG</u>	<u>%</u>
585	395	68	117	70	60

(3) Recommendation for award of P2 specialty pay to rotary wing tech inspectors should be studied at HQ, DA level. This action could induce NCO completing technical inspector training to accept conversion to specialist with concurrent award of MOS 67W.

3 APR 1969

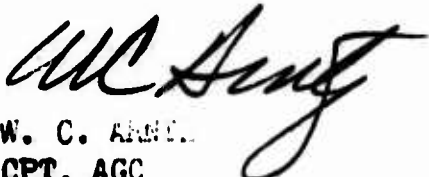
AVHGC-DST (14 Feb 69) 2d Ind

SUBJECT: Operational Report of 14th Transportation Battalion (AMTS) (CS)
for the Period Ending 31 January 1969, RCS: CSFOR-65 (R1)

f. Reference item concerning Quality Control of Work Being Produced by CONUS Depot Level Rebuild Facilities, page 8, paragraph 2b(1); concur. The deck bonding separation on CONUS overhauled UH-1 aircraft was reported to CG, US Army Avionics Command (USAAVSCOM), by the Deputy Commander for Logistical Support, USAAVSCOM, after his visit to RVN on 6 February 1969.

g. Reference item concerning Organization for Aeronautical Materiel Supply Support, page 9, paragraph e; nonconcur with the recommendation that a TOE be developed for an Aeronautical Material Technical Supply Company. Years of experience has revealed that the supply function is inseparable from the maintenance function. With both functions responsive to a single commander, operating procedures can be developed to achieve the common objective. Responsiveness of the DSU to the needs of the customer is essential. To separate the two functions would increase the coordination problem for the customer by having to deal with two different commanders. Additionally, a duplication of overhead personnel would be required to form a separate organization. Concur with the recommendation that DA evaluate TOE 55-457 to determine if revision is necessary. The provisions for modifying TOE's and civilian hire policies may be the appropriate solution to the problem in this environment.

FOR THE COMMANDER:


W. C. ARNOLD
CPT, AGC
Assistant Adjutant General

Cy furn:
14th Trans Bn
34th GSC

GPOP-DT (14 Feb 69) 3d Ind

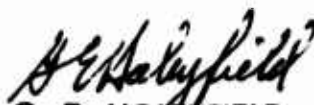
SUBJECT: Operational Report of HQ, 14th Trans Bn (AM&S)(GS) for
Period Ending 31 January 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 18 APR 1969

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

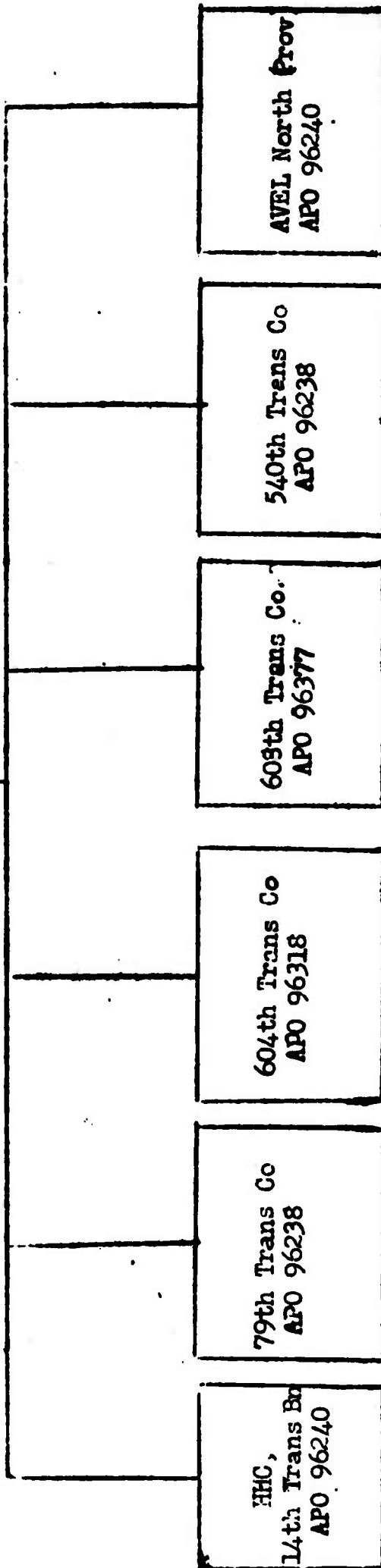
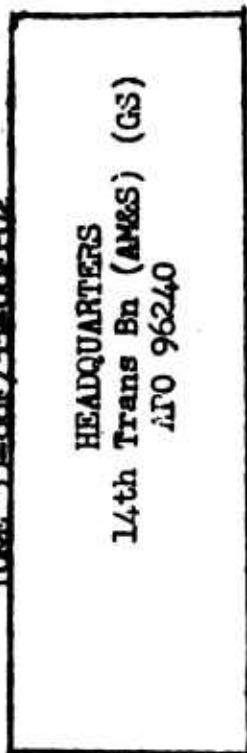

G. E. HOUSFIELD
MAJ, AGC
Act AG

LIST OF ORGANIZATIONS

1. Headquarters and Headquarters Company, 14th Trans Bn, APO 96240
2. 79th Transportation Company, Direct Support, APO 96238
3. 540th Transportation Company, General Support, APO 96238
4. 604th Transportation Company, Direct Support, APO 96318
5. 608th Transportation Company, Direct Support, APO 96377
6. Avionics Electronics Company, (AVEL) North (Prov), APO 96240
 - a. 2nd Sig Det
 - b. 19th Sig Det
 - c. 128th Sig Det
 - d. 203rd Sig Det
 - e. 241st Sig Det
 - f. 250th Sig Det
 - g. 260th Sig Det
 - h. 344th Sig Det

ORGANIZATIONAL CHART

TO&E 55-66E/55-66FE02



UNCLASSIFIED

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